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GRAND PRIZE-PARIS 1889
The Highest Possible Award
Joseph Gillott's
PENS
Of Highest Quality, & Having Unsurpassed
Durability, are Therefore
CHEAPEST.
The only Award Chinese, 1915.

No. 13,272

號四十月十年五零百九千一英

HONGKONG, SATURDAY, OCTOBER 14, 1905.

日六十月九年巳乙

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PARCELS DELIVERED TO ANY PART OF THE
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AGENTS: EVERYWHERE.
CHRISTMAS AND NEW YEAR
PRESENTS FOR HOME FRIENDS.
GIFTS OF Silk, Silver, Cigars, Ginger,
Tea, Curios, etc., can be delivered at
Home addresses freight, duty, and all other
charges prepaid, or payable at destination.
SHIP EARLY—To insure goods being
delivered in time for Christmas.
Tea, Cigars, Cigars, etc., purchased and
forwarded to destination upon receipt of
instructions from Sender.
MAGEWEN, FRICKEL & CO.,
3, DUNDAS STREET,
Hongkong, October 3, 1905. 1815

Intimations.
FOUND.
A FOX TERRIER DOG evenly marked
with black and white. Owner can have same by
applying to
FAIRALL & CO.
Hongkong, October 13, 1905. 1927

WILLIAM MACLEOD, D.D.S.
ENGLISH DENTIST.
11 and 12, BRIDGEFIELD ARCADE.
Hongkong, October 13, 1905. 1929

IN THE MATTER OF THE TEBRAU
PLANTING COMPANY, LIMITED.
IN LIQUIDATION.
NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on
and after SATURDAY, 30th September,
1905, the Liquidators are prepared to
distribute a First and Final DIVIDEND
of Two Dollars and Twenty-six and Seven-
tenths cents per Share to those Shareholders
who apply for same and deposit their Share
Certificates at the Office of the Under-
signed, Alexandra Buildings, Des Voeux
Road, Hongkong.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, September 22, 1905. 1798

SPECIAL NOTICE.
TO SMOKERS OF
EGYPTIAN CIGARETTES.
IT is now no longer necessary for smokers
to have to hunt for a Cigarette to suit
their taste, as we can supply the best
EGYPTIAN CIGARETTES, made by us
here from selected TURKISH TOBACCO.
Special terms to Clubs and Hotels.
Ladies' Cigarettes a Speciality.
ROYAL TOBACCO FACTORY,
T. E. P. SPYROPOULOS, Proprietor,
9, BRIDGEFIELD ARCADE.
Hongkong, October 13, 1905. 325

SELECT BOARD & RESIDENCE
AT 'BRAESIDE'.
A LARGE and COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining
and Reception Rooms, Large, Airy and
nicely Furnished Bedrooms, every home
comfort. Fine view of the Harbour. Terms
Moderate. Apply to
Mrs F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD,
(Late of 'TANG YUEH').
Hongkong, June 19, 1905. 97

THE DAIRY FARM CO., LD.
FINEST AUSTRALIAN BUTTER
70 Cents per lb.
SECOND QUALITY (Very Good)
60 Cents per lb.
Hongkong, October 9, 1905. 1878

THE POPULAR SCOTCH IS 'BLACK & WHITE'

JAMES BUCHANAN & CO.
Sole Importers for Hongkong and Shanghai.
By Appointment to
H. M. THE KING
and
H. M. THE PRINCE OF WALES
Supplied to all the Leading Clubs and
Hotels, and to be obtained from all the
Principal Grocers.

Business Notices.
W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.
WORKS:
KOWLOON BAY.
OFFICES & STORES:
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HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,368 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KINSHAW, 1,985 tons, Captain J. J. Lousie.
Departures from Hongkong to Canton daily at 8.59 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,988 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

Canton-Wuchow Line.
s.s. SALINAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 589 tons, Captain O. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:-
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
HOTEL MANSONIA (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

N. LAZARUS,
OPTICIAN.
10, D'AGUILAR STREET, HONGKONG.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
REPAIRS A SPECIALITY.
Hongkong, October 3, 1905. 1797

LEE LOONG & CO.,
FURNITURE STORE,
No. 14, QUEEN'S ROAD CENTRAL
(Next Door to H. PRICE & Co.)
ALL Kinds of FURNITURE, CARVED CANTON BLACKWOOD, CHOCREY and Glass
Ware, Kitchen Utensils, etc., etc.
AT MODERATE PRICES.
Hongkong, September 21, 1905. 178

THE DRAGON CYCLE DEPOT,
11, D'AGUILAR STREET.
BICYCLES of all grades, to suit every
pocket. New Cycles for Hire.
REPAIRS TO BICYCLES AND TYPE-
WRITERS UNDERTAKEN & GUARANTEED.
Hongkong, October 5, 1905. 1896

ROYAL HAIRDRESSING SALOON.
No. 14, BEACONSFIELD ARCADE.
We beg to notify the Public generally
of Hongkong that we have just
OPENED a First-class Tonsorial Hall at
the above address. We make Cleanliness a
Speciality.
VICENTE BARCELONILLA, Proprietor.
Hongkong, April 10, 1905. 453

J. WATT JAMESON & CO.,
MARINE SALVAGE ENGINEERS.
THIS Company possesses the most
powerful and efficient SALVAGE
MACHINERY.
CONTRACTS UNDERTAKEN.
Telegraphic instructions noted upon
immediately.
The Company has the Powerful Steamer
CITY OF BIRMINGHAM (287 Tons,
250 H.P.) specially equipped with accu-
rate gear for Salvage purposes, always
ready at short notice.
Telegraphic address:
SALVAGE HONGKONG.
A.B.C. DE FENYON & A.I. CODES.
HOTEL MANSONIA,
4th FLOOR.
Agents for Messrs. SIEBE, GORMAN &
Co., Submarine Engineers, Makers of all
classes of Diving Gear, London.
Hongkong, October 4, 1905. 1802

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS
THE MOST RELIABLE PACKING FOR MARINE ENGINES.
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE:-G, DES VOEUX ROAD.

LANE, CRAWFORD & CO.
HAVE NOW RECEIVED NEW STOCKS OF
FOOTBALL BOOTS.

CHROME LEATHER BROWN HIDE
\$6.00, \$7.00, \$8.00 AND \$5.50, \$6.50
THESE BOOTS GAVE GREAT SATISFACTION TO ALL PLAYERS LAST YEAR.
'RUGGER' and 'SOCCER' FOOTBALLS \$5.00 to \$10.00.
SHIN GUARDS, PUMPS, &c. CRICKET and TENNIS GEAR.
ALL KINDS OF SPORTING GOODS.
LANE, CRAWFORD & CO.

HONGKONG HOTEL
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Acting Manager.
The Peak Hotel
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
TERMS:-From 12s. per day. TOWN OFFICE:-3, DUNDALL STREET
Hongkong, March 27, 1905. CABLE ADDRESS: 'PEAKFUL' 11

STAG HOTEL,
148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
Hongkong, November 3, 1904. THE MANAGER. 1896

PELHAM HOUSE.
PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1836

HOTEL BALTIMORE (LATE HOTEL AMERICA)
2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.
Hongkong, June 21, 1905. 1151

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905. 804

CARMICHAEL AND OLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'CARMICHAEL' HONGKONG.
A. B. C. CODE, 4th Edition.
A. I. CODE.
Liebig's Standard Code.
TELEPHONE, 832.
Hongkong, March 14, 1903. 563

THE BEST WHISKY
PRICE: \$18.50 PER CASE.
FREE SAMPLE.
GREGOR & CO.
Hongkong, October 14, 1903. 2110

Business Notices.
A WORLD-WIDE REPUTATION for over THREE-QUARTERS of a CENTURY.

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(Established since 1828). ESSENCE OF FLUID EXTRACT OF RED JAMAICA.
"We cannot speak too highly of it."
Pronounced by the HIGHEST MEDICAL AUTHORITIES
THE WONDERFUL PURIFIER of the HUMAN BLOOD
Torpids Liver, Debility, ERUPTIONS, &c.
WILKINSON'S INDISPENSABLE TO
SARSAPARILLA ALL WHO VALUE HEALTH
BEWARE OF IMITATIONS AND SUBSTITUTES.
HONGKONG, DAKIN, CRITCHFIELD & Co., A. S. WATSON & Co., &c.

GREEN ISLAND CEMENT CO., LD
PORTLAND CEMENT
In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.
In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS,
Hongkong, September 30, 1905. 2033

FAIRALL & CO.
SPECIAL OPENING DAY
MONDAY, OCT. 9th, & SUBSEQUENT DATES.
NEW GOODS HAVE NOW ARRIVED FOR ALL
DEPARTMENTS.
Smart Evening Coats, Matinees and Robes.
New Dress Silks, Costume Cloths,
Woollen Ooiles, etc. New Silk & Lace Blouses.
White Lace Evening Underskirts.
EVENING SHOES.
NEW KID GLOVES,
ALSO,
A VARIED AND EXCLUSIVE SELECTION OF
New French Millinery, Flowers, Feathers, etc.
Hongkong, October 7, 1905. 2108

BERKEFELD FILTERS
IN GLASS AND STONEWARE.
BERKEFELD PUMP FILTERS.
THESE FILTERS REMOVE ALL GERMS FROM WATER,
AND THUS PREVENT TYPHOID AND MANY OTHER DISEASES.

VICTORIA DISPENSARY.
Queen's Road Central.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
LOCAL BOOKS.
THE PATH OF THE CLASSICS: The Chinese Classics in Everyday Life or
Quotations from the Chinese Classics in Colloquial Use, by J. Dyer Ball ... \$2.00
Macao—the Holy City—The Gem of the Orient East, by J. Dyer Ball ... 1.50
A Hand-Book of the West River. Short Description of the Chief Places of
Interest; Beautifully Illustrated ... 1.00
Pastures New—A Trip on the West River, by Captain Thomas ... 1.00
A Book for the Globe Trotter—from Hongkong to Canton by the Pearl River,
with Maps and Illustrations, by Captain Lloyd ... 1.50
The Tourist Guide to Canton, the West River and Macao, by Hurley ... 1.50
A View Book of Hongkong, Canton and Macao; 24 Views ... 1.00

AQUARIUS
SPARKLING MINERAL TABLE WATER, Qu., Pts., & Spils.
SILENT WATER CO.
STONE GINGER BEER.
GINGERALE.
LEMONADE.
TONIC WATER.
PURE TREBLE DISTILLED WATER ONLY is used in
LUTE PURITY IS GUARANTEED.
TRADE MARK
SOLE AGENTS:
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL,
Hongkong, June 27, 1905. 2106

emigrated in recent years to South America, and these emigrants naturally include the most robust. The condition of the remainder, however, was not altogether satisfactory. The soil, owing to lack of irrigation, is becoming more and more unproductive, and the patience of the people is now nearly exhausted.

The absence of the landlords and unfilled election promises, added to the fact that women and children are suffering the agonies of slow starvation, have led the people to listen to agitators, who incited them to violence, the result of which is seen in attacks on farms, the seizure and killing of flocks of sheep and the threat of armed invasion of the towns. Murmurs of revolution have awakened apprehension, and the farmers everywhere are taking refuge in the cities, while the police regard acts of pillage with indifference, refusing to arrest men who frequently accuse themselves in order to obtain food.

CAPITAL AND LABOUR IN THE STATES.

PHILADELPHIA, Sept. 5.

Miners and operators in the anthracite coal districts are preparing for the greatest struggle in their history, which is scheduled to begin next spring.

There will be no permanent peace in the anthracite regions until the union is recognised and an eight-hour day granted, says President John Mitchell.

This sums up the situation for the miners. The operators are making no statements, but they have stored 12,000,000 tons of coal at various points. With what they have already cached and what they could mine under guard there would be no shortage for at least nine months.

It is doubtful if the miners could carry on the fight this long. They have thousands of dollars saved for this battle. By April, the date for beginning the struggle, it is estimated the operators will have at least 20,000,000 tons of coal stored. This is about one-third of a year's supply. The savings accounts of the miners have doubled in the last six months. The main point is the recognition of the union, and millions will be spent on both sides to fight it out.

John Mitchell, President of the United Mine Workers of America, was in this city to-day in his capacity as a vice president of the American Federation of Labour to join Vice-President Duncan of the Federation and others in the settlement of a dispute involving typesetters and printers.

It can be stated on the highest authority that the convention of anthracite miners, which will draft new demands for presentation to the coal companies on the expiration of the Strike Commission award on April 1st next, will be held in Shamokin between December 5th and 10th. It was learned to-day that the December convention at Shamokin will make the following demands:

First—A recognition of the miners' union by the coal operators, the recognition to take the form of a signed agreement.

Second—The substitution of an eight-hour workday for the nine-hour workday awarded by the Strike Commission, which is now in force throughout the hard coal fields.

Third—An increase in pay over the minimum wages now paid to men and boys who are not contract miners, but are generally classed as unskilled labour.

Fourth—A uniform scale of wages for workers, not actually miners, at all collieries.

Are the members of the union so eager for the recognition of their organisation and for an eight-hour workday that they are prepared to precipitate a crisis if they are refused them? Mitchell was asked.

"I cannot answer that question. You see the miners have not yet held their convention, and it would be presumptuous for me to say in advance what they will or will not do."

CLARKE'S B. 41 PILLS.

For Sale.

FOR SALE.

PERAMBULATOR—Nearly New. Best English Manufacture. RUBBER TYRES. O. Springs latest pattern. Apply to **CHINA MAIL** Office, Hongkong, September 25, 1905. 1821

LAND FOR SALE.

I. L. No. 117

MOUNT KELLET PEAK.

THIS Piece of Land is suitable for building a European house with Tennis Courts, and commands a fine view of Harbour. Apply to **SANG LEE & CO.** Contractors, No. 59, Des Voeux Road Central, 1st Floor, Hongkong, July 22, 1905. 1402

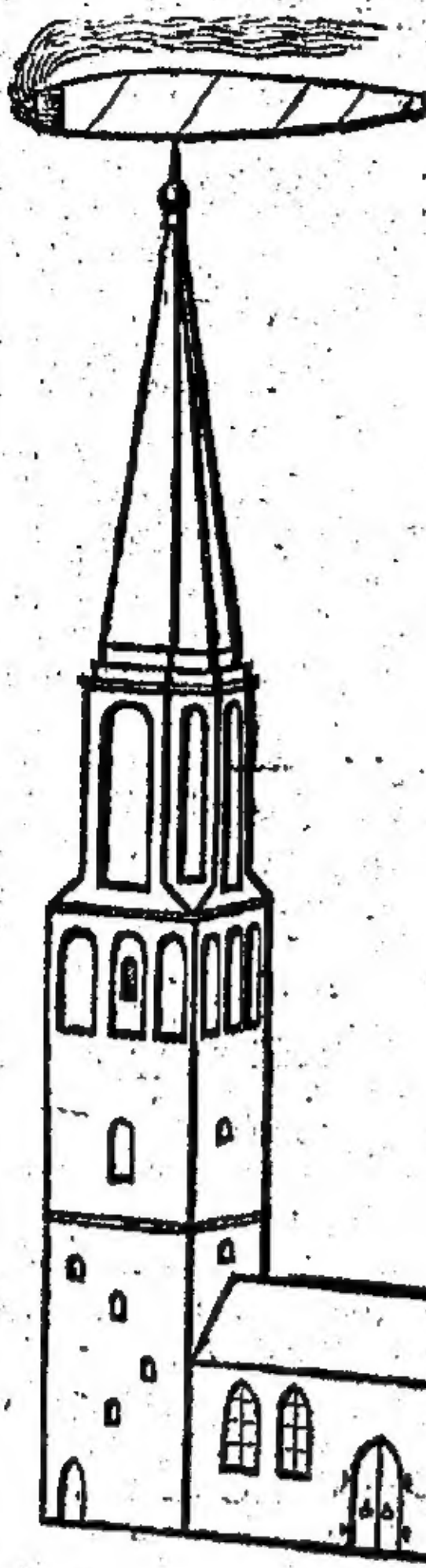
CHINESE SCHOOL BOOK

II—Yin Tai Man

Translated into English by Dr. L. J. MITCHELL. Price 40 Cents. **CHINA MAIL** Office 6, W. Adam Street.

Intimations.

THE YOUNG AMERICAN CIGARS



ALWAYS ON THE TOP!

A STANDARD OF EXCELLENCE FOR DISCERNING SMOKERS.

EVERY CIGAR WILL GIVE YOU HAPPINESS FOR AN HOUR.

THE SIGNATURE OF DRESSELUYS AND NIEUWENHUYSEN ON EVERY BOX.

SOLE IMPORTERS:—

THE HOLLAND-CHINA TRADING CO., HONGKONG, SHANGHAI AND TIENTSIN.

FOR SALE AT ALL THE PRINCIPAL CIGAR DEALERS.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to these vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Oct. 17	M. M. Caledonia	Marseilles	Nov. 15	Nov. 15
Oct. 21	P. & O. Chusan	London	Nov. 18	Nov. 25
Oct. 25	G. M. S. Gneissau	Bremen	Nov. 20	Dec. 5
Oct. 29	M. M. Oceanic	Marseilles	Nov. 29	Nov. 28
Nov. 4	P. & O. Coronado	London	Dec. 2	Dec. 9
N. v. 8	G. M. S. Princess Alice	Hamburg	Dec. 12	Dec. 19
Nov. 14	M. M. Salacia	Marseilles	Dec. 13	Dec. 12
Nov. 18	P. & O. Arcadia	London	Dec. 16	Dec. 23
Nov. 22	C. M. S. Sachsen	Bremen		Jan. 2

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON.
Oct. 18	C.P.R. Empress of China	Vancouver.	Nov. 23
Nov. 1	do. Athenian	do.	do.
Nov. 15	do. Empress of India	do.	Dec. 21
Nov. 29	do. Tartar	do.	Jan. 18
Dec. 13	do. Empress of Japan	do.	Feb. 15
1906	do.	do.	do.
Jan. 10	do. Empress of China	do.	Mar. 15
Feb. 24	do. Athenian	do.	Oct. 12
Feb. 7	do. Empress of India	do.	
Feb. 21	do. Tartar	do.	
Mar. 7	do. Empress of Japan	do.	

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
Oct. 17	P.M.S. China	San Francisco	Nov. 14
Oct. 31	O. & O. Doris	do.	Nov. 28
Nov. 7	P.M.S. Manchuria	do.	Dec. 5
Nov. 21	P.M.S. Korea	do.	Dec. 19
Dec. 1	O. & O. Ootie	do.	Jan. 29
Dec. 15	P.M.S. Siberia	do.	Jan. 12
Dec. 27	P.M.S. Mongolia	do.	Jan. 26

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Oct. 16	O. N. China	Sydney.	Oct. 29
Oct. 17	O. M. S. Prinz Waldemar	do.	Nov. 8
Oct. 30	C. N. Taiyuan	do.	Nov. 22
Nov. 1	E. & A. Empire	do.	Nov. 23
Nov. 8	G. M. S. Prinz Sigismund	do.	Dec. 6
Nov. 23	O. N. Tainan	do.	Dec. 10
Nov. 29	E. & A. Fastern	do.	Dec. 20

Intimations.



MITSU BISHI CO.

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AL ABC 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED MANAGER, MITSU BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES. NAGASAKI, MOI, KOBE, KARATSU AND HANKOW.

AGENCIES. SHANGHAI: H. J. H. TAIP. HONGKONG: H. U. JEFFER. YOKOHAMA: M. ASADA. CHINKIANG: GEORING & CO. MANILA: MACONDRAY & CO.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers. EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korea ports and America. SOLE PROPRIETORS of Takashima, Ochi, Shinow, Namamie and Kani-Yamada Collieries, and also Hojo Colliery which will shortly be ready to produce on a large scale the best Buzon Coal. Sole Agents for Kijio, Komatsu (Tagawa) and Yashimochi Coal (Karatsu). The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL. New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity. Hongkong, March 11, 1905. 77

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL. Ladies' and Gentlemen's Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table d'Hôte at Separate Tables. For terms, &c., apply to the MANAGER. Hongkong, June 10, 1905. 129

VICTORIA HOTEL, SHAMEN, CANTON. ON THE BRITISH CONCESSION. **MACAO HOTEL, MACAO, CHINA.** In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management. Every Comfort and Convenience for Residents and Tourists. Wm. FARMER, Proprietor. Hongkong, June 6, 1905. 482

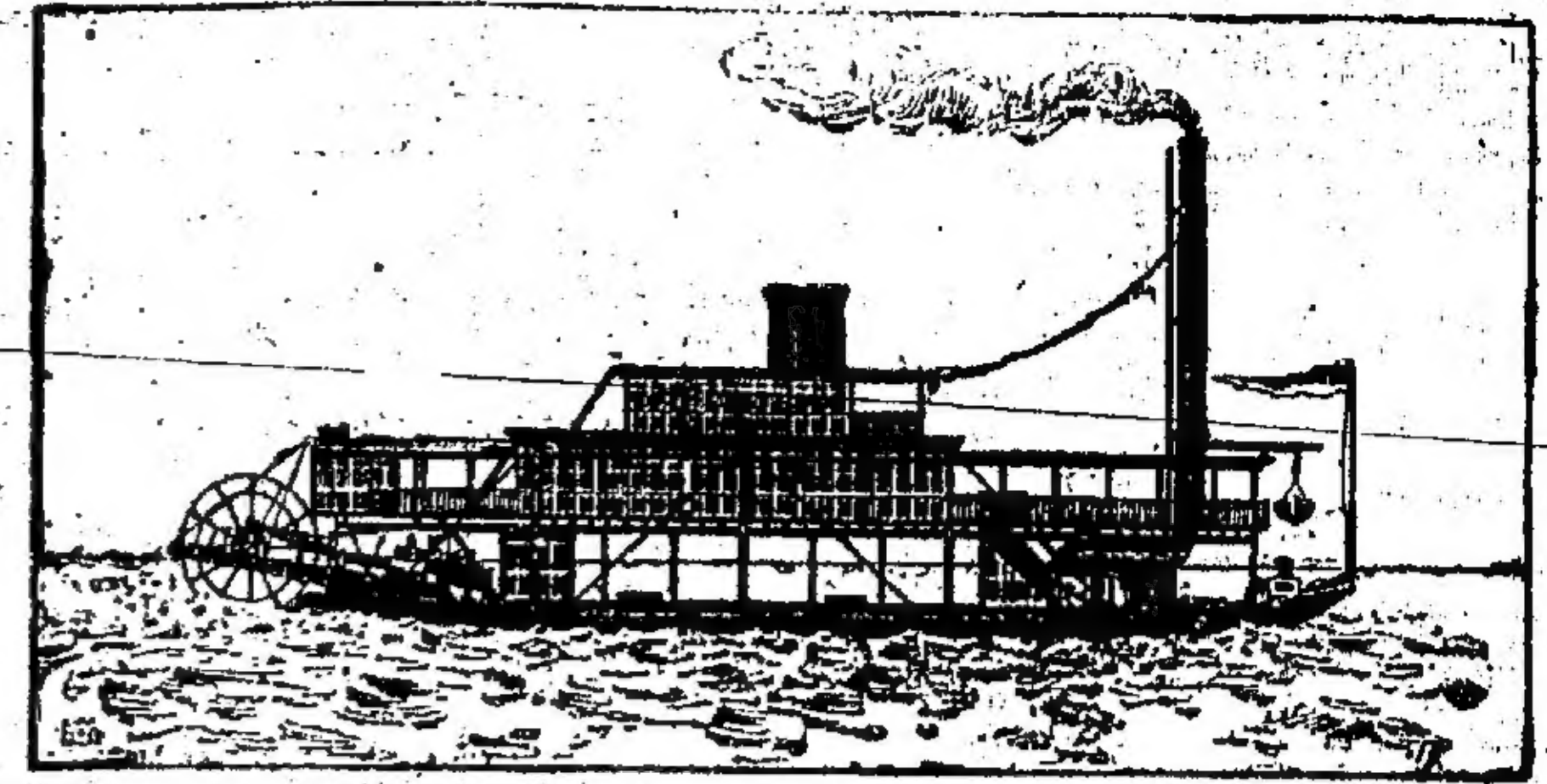
THE BEST BILLIARD TABLES IN THE COLONY ARE AT THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden. MODERATE CHARGES. J. W. OSBORNE, Proprietor and Manager. Hongkong, November 22, 1904. 138

ZETLAND HOUSE. SUPERIOR ACCOMMODATION. (Opposite Commaught House). No. 10, QUEEN'S ROAD CENTRAL. MODERATE CHARGES. MRS. WATLING, Proprietress. Hongkong, July 27, 1904. 1374

'THE REVENUE OF CHINA.' A SERIES OF ARTICLES, Reprinted from 'The China Mail.' WITH AN APPENDIX. To be had at the Office of this Paper. Messrs. KELLY & WALSH, LTD. And Messrs. W. BARNES & CO. Price, 80 Cents.

YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world. The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. YARROW & CO., LTD. Shipbuilders, POPLAR, LONDON. For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.

Agents for LEA & PERRIN'S WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S BY SPECIAL WARRANT PURVEYORS TO H.M. THE KING. Celebrated Oilman's Stores

DR. J. COLLIS BROWNE'S CHLORODYNE

(THE ORIGINAL AND ONLY GENUINE.)

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HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED. (IN LIQUIDATION)

TIME TABLE

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
NIGHT CARS.	
8.45 p.m. and 9 p.m.	9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS as on Week Days.	
SUNDAYS.	
8.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS as on Week Days.	

Extra Cars at 11.30 and 11.45 p.m. SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central. JOHN D. HUMPHREYS & SONS, Liquidators. Hongkong, July 13, 1905. 1001

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FIGHTING BANDITS.

The Troops Blocked.

(From Our Correspondent.)

CANTON, October 12.
Admiral Li Chun, who is in command of a regiment of soldiers to quell the bandits which are reported to be extremely active in the neighbourhood of Hsueh Shan, has arrived in the vicinity and has been conducting operations for several days. Owing to the increasing number of bandits his troops are not strong enough to advance, and have been on the defensive. Yesterday a telegram arrived from the Admiral reporting that the enemy absolutely forbade progress and asking to send immediate reinforcements and the despatch of two cruisers at once. It is obvious that the situation is desperate.

FIGHTING CRICKETS.

An Interesting Case.

The large court room, at the Magistrate's this morning was packed with Chinese spectators and defendants, there being no less than 63 of the latter in and around the dock. They were charged, before Mr. F. A. Hazeland, the first three with being the keepers and the rest with having been found gambling in a common gaming house by betting on fighting crickets.

Mr. F. B. L. Bowley (Crown Solicitor) appeared to prosecute while the defendants (with the exception of the second) were represented by the Hon. Dr. Ho Kai (instructed by Mr. Odo Kung Sing) and the second defendant by Mr. P. W. Goldring. Nine other men who were arrested when the gambling raid was made failed to put in an appearance and their bail was forfeited.

Mr. Bowley, in outlining the case to the Bench, said that on the 8th inst. a Chinese detective was sent to No. 39 Gough Street where he entered and found a cricket fight going forward. The case he had to submit was a simple one. It was Sunday afternoon and when the detective entered he found the place filled with the defendants. The place was called the Pot Yee Club but it was quite evident that anyone could walk in and gamble without being a member. It existed for the purpose of cricket fighting. The detective found the first and second defendants seated at a table and acting as keepers. He entered a room behind the accountants' room and found it packed with men; so full indeed that he could hardly force his way in. There was a wooden bowl on a table in the centre of the room and two smaller bowls on each side of it, with crickets in them. The first defendant was on the one side of the bowl collecting the stakes an issuing tickets and the gamblers bet fifty, thirty or ten-fifty according to the side of the bowl. The third defendant did the same for the cricket on his side of the bowl. There was a large number of men staking money and the result was posted on boards at each end of the room as the betting proceeded. Each cricket had a backer (second) who looked after the bowl in which it was placed and each of these men had a little brush with which he tickled his cricket to fight. They tickled the cricket up with the brush and then let it see its adversary after which they fought without further inducement. In the case under notice the crickets only fought for about five minutes when the owner of the cricket on the eastern side withdrew his from the fight. This was allowed although against the rules of the game. When a cricket was withdrawn some of the losers' money was refunded and in this case 20 cents were returned on each dollar staked; the difference representing the house's commission. As soon as the cricket was withdrawn the one on the opposite side was declared the winner and the winners who had tickets, could either obtain their money from the accountant at once or at any subsequent time. Almost immediately after the fight had concluded, Inspector Goughly entered the place and in the excitement was not noticed for some time. He saw the two crickets on the table in their respective bowls and heard their owners discussing their points. As soon as he was seen there was a rush to the door but this was filled up by Detective Sergeant Watt who blocked it to such good purpose that the whole of the men were arrested by the police.

After a portion of the detective's evidence was given the case was remanded until Friday next.

A HEADHUNTER'S TERRIBLE DEED.

Tampered by His Lover.

The following has been sent to the North Borneo Herald by a correspondent. The affair happened in Dutch Borneo but in which District is not stated—it is a gruesome story of Dyak barbarity. The spirit of Herod's daughter seems to live for ever, at any rate it is still pretty vigorous amongst the head-hunting Dyaks of Dutch Borneo. Hathawong, a tribesman, had been persuaded by Dutch missionaries to abandon the barbaric practice of head-hunting. He remained true to his promise, and for a time led a quiet life. Recently, however, he fell in love with a Dyak maiden. The girl, although returning his passion, disapproved of his life of crime, because he no longer indulged in the ancient practice of cutting off and bringing home the heads of the enemies of the tribe. Hathawong, goaded by the taunts of the girl, who told him to dress in women's clothes in future, as he no longer had the courage of a man, gathered a village and returned away quite a considerable time.

When he returned he entered his sweet-heart's hut, carrying a sack on his shoulders. He opened it, and four human heads rolled upon the bamboo floor. At the sight of the trophies the girl at once took him back into her favour, and, blushing, she asked him to marry her. He declared, however, that he had brought them. Do you not recognize them? Then, to her horror, she saw they were the heads of her father, her mother, her brother, and of a young man who was Hathawong's rival for her affections. Hathawong was immediately seized by a group of missionaries, and placed in a small bamboo boat, and he was taken to the Dutch District for punishment and allowed to marry the girl.

CORRESPONDENCE.

THE CLOCK TOWER.

(To the Editor of the CHINA MAIL.)

Sir—With regard to your correspondence who say that this structure is no obstruction to the traffic, and actually regulates it. If they will only carefully observe they will find that no far from regulating it the Tower constitutes a source of danger. Take for instance the trade from Des Vaux Road to the Law Courts and that part of Queen's Road west of it. All passes through the narrow passage outside the corner of the Post Office, and the vehicles from that part of Queen's Road pass to Des Vaux Road through the narrow passage. A similar thing happens with traffic outside of Campbell's shop and pedestrians are often in danger of crossing Pedder Street at this place. Whereas if the Clock Tower were removed and a narrow triangular plot of grass enclosed at this place, planted with a handsome palm, so that the people could see which way the vehicles were coming, it would serve the purpose of regulating the traffic. If such regulation were necessary, and a view of Elder's Pier and the noble edifices erected, or in course of erection, in Pedder Street, the Post Office for instance, and enable the proposed Clock Tower in the Post Office to be seen from Queen's Road, and make that part of Queen's Road much more airy and healthy. The cry of vandalism has always been heard when any improvements are projected in old districts—take, for instance, Temple Bar, in London. But even there eventually the objectors had to give way for the benefit of the whole community. Yours, etc.,

SPORTING.

Rifle Shooting.

PROPOSED INTERIOR TROPHY.

Once again the question of providing a trophy to mark the annual Interport rifle match between Hongkong, Shanghai and Singapore, has been raised, and the Hon. Secretary to the Hongkong Volunteer Rifle Association—Mr. M. S. Northcote—has received a communication from Singapore on the subject. The project, as outlined by the southern Association, is that each port should subscribe \$500, for which a really handsome trophy could be bought, standing on a large plinth, so as to take the names of the winners since 1890 and still leave room for many years to come.

The question of raising the \$500 is the main one, but if the Volunteer Rifle Association, Army and residents co-operate with the Hongkong Volunteer Rifle Club, there should be no difficulty in overcoming the difficulty. But until Shanghai has signified her intention and a decision is come to, little can be done in the matter.

Six-a-side Football.

Yesterday Macpherson's team beat Gray's (2-0) and Bateman beat Lang's (2-0). This is Lang's team's first defeat.

The competition table is as follows.

Team	P	W	L	D	Pts.
Lang	3	1	2	0	2
Bateman	2	2	0	0	4
Macpherson	2	1	2	0	2
Gray	2	0	2	0	0
Knyvett	1	0	0	1	1
Chard	1	0	1	0	0

Cricket.

HONGKONG INTERCLUB MATCH.

The match between New Comers and Old Residents commenced on the Cricket Ground yesterday, though not down to commence at 11 o'clock it was long after that hour before start was made. The majority of the New Comers were on the ground but the Old Residents—as usual—were not. However at 11.40 the opposing Captains (Major Lewis and T. E. Pearce) spun the coin and the Old Residents lost. Two substitutes filled in place of the absent players. R. A. R. Ponsonby went as wicketkeeper.

Major Lewis and Captain Kriekenbeek opened the batting for the former to the bowling of Wm. Dixon, whom he cut finely to the pavilion. Lewis brought Lewis down to the death. The latter, bowling on the off-throw, placed all his field excepting two on that side, and Lewis, with a neat glance to the wicket, hit away, and in, and after Kriekenbeek's dismissal, Lewis, with a ball which was misfielded, he adopted steady tactics, opening his score by getting Kriekenbeek to leg for two. Kriekenbeek was playing vigorous cricket and played a couple of leg glances which found the boundary. He also drove well, appearing quite at home with the bowling. The latter was continually troubled. Play on the whole was slow, the first thirteen overs realising less than thirty runs, of which Mackay had made five. R. E. O. Bird, relieved Dixon at thirty-two. Five more overs added seven runs and Pearce went on in place of Kriekenbeek. Of his second over, Bird's bowling was dropped. Kriekenbeek in the slip falling to take one from Mackay. The last off woke Mackay up, for he subsequently pulled Pearce to leg for four and on him for three, both clean strokes. Two boundaries to Kriekenbeek off Bird carried the total beyond fifty. At the time of falling, Kriekenbeek was again changed. Kriekenbeek going on in place of Pearce, and Kriekenbeek, a pretty pull and a quick leg by Mackay both went to the boundary, off Kriekenbeek.

At the luncheon adjournment the scores were—

NEW COMERS.
Major Lewis, b. Kriekenbeek, 48.
Capt. Kriekenbeek, c. B. Smith, b. Kriekenbeek, 48.
O. H. Mackay, c. Wm. Dixon, b. Kriekenbeek, 28.
W. F. Daniel, b. Wm. Dixon, 4.
R. O. Butler, c. Ponsonby, b. Kriekenbeek, 7.
Major Williams, c. Hooper, b. Kriekenbeek, 13.
Lumsden, 1.
H. G. Bailey, b. Kriekenbeek, 1.
K. A. Powell, b. Kriekenbeek, 1.
C. Vickers, b. Kriekenbeek, 1.
Watson, 1.
W. F. Daniel, c. Pearce, b. Kriekenbeek, 4.
O. V. Tullidge, not out, 0.
Sundries, 10.
Total, 124.

OLD RESIDENTS.
B. B. Smith, b. Tullidge, 0.
Lumsden, b. Tullidge, 0.
Major Kriekenbeek, b. Lewis, 6.
R. E. O. Bird, not out, 10.
W. F. Daniel, b. Lewis, 6.
Wm. Dixon, not out, 6.
Total, 38.

Four wickets for 39.

THE TELEPHONE.

How to Use It.

The telephone is, with the progress of time, coming so much into the daily life of business people that it is really worth a little more consideration than is generally devoted to it. Some regard it as a necessary evil, others will not have it at any price, and even the most ardent admirer of its time-saving virtues is not altogether free from an occasional desire to walk round and break the telephone exchange. When a man is 'put out' he generally wants to wreak vengeance on somebody or something, and if it happens to be the telephone that is responsible for the exasperation, the telephone exchange is the object of condemnation. In the majority of cases men fail to consider whether the manipulators of the instrument might not be at fault. The habit business men have of allowing Eurasians and Chinese to attend to the telephone is a constant source of trouble and annoyance, and it has been discovered in the old country that the irrepressible office boy, a more temperamental to become disgruntled than all the exchange put together. I recently saw a discussion took place in the Electrical Review on this subject, and some advice given by the paper on the proper way to use the telephone might well be taken to heart in Hongkong. The journal named winds up an article with the following excellent counsel: 'The intelligent way to use the telephone service is to use it as directly as possible. Telephone calls are generally as important as letters—often much more so—and no business man dreams of deputing a raw office boy to receive and answer letters and telegrams. In any well-organised office it should be the duty of a well-trained and responsible clerk to answer the telephone, one who appreciates the advantage of courtesy, and of sufficient intelligence to understand that to transfer a call to a second person, without also passing on the name of the caller, and whatever message has been received, is both discourteous and time-wasting. If an office boy must be employed to handle the telephone service, at least teach him to handle it efficiently to use the instrument properly, to speak politely, and to take down names and messages accurately and pass them on quickly. And after having taught him these things, see that he does them.'

SHARE REPORT.

In the weekly share report, dated 13th October, Messrs. Vernon and Smyth state:—
Business has been a little more brisk, or rather a little less dull, during the week, but the chief stocks continue neglected, and the business transacted has been chiefly confined to the smaller investment stocks. Rates have ruled steady, but with an inclination to weakness, and there are no features of any special interest to report.

Banks.—Hongkong and Shanghai have declined to 235 in London and the week-end has been a little better. The 2 1/2 per cent. shares being on offer at time of closing, at 2910 and possibly at a slightly lower rate.

Marine Insurance.—Unions remain unchanged and without business, buyers at 2780 still ruling the market; at 2750, however, a few shares are available. Cantonese have been placed at 2400, 2420 and 2345. The market closing with buyers at the lower rate. China Traders, as anticipated in our last circular, have further improved, and 281 falling to bring out shares at the rate gradually rose to 233 without business. At this latter rate, however, a fair number of shares changed hands, and the market closing with buyers at 233.

Fire Insurance.—Hongkong has been negotiated in small lots at 2340 closing with sellers. Chinese have been placed at the improved rates of 2383 and 239 in small lots.

Shipping.—Hongkong, Canton and Amoy have declined to 222 1/2 with small sales. Indos have found limited buyers at 235, closing steady at that rate. The latest Shanghai quotation is 215. 67, a few China-Manila have changed hands at 218, and more are wanted at the rate. We have nothing else to report under this heading.

Revenues.—The market is totally neglected and no business has been done. Mining.—No business or changes to report.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks continue weak, and have been on offer all the week at 2184 without inducing buyers to come forward. At time of closing, buyers will rule the market. Kowloon Wharves have been in demand and fair sales have been effected during the week at 2106 and 2107 and let at 2104 and the market closing firm with buyers at 2107 and apparently with no shares obtainable. Farnham have ruled steadily between 214 and 215, 144, closing quiet at 214 and 215.

Land, Hotels and Buildings.—Hongkong Lands have been placed during the week in small important lots at 2125, closing steady with buyers at that rate. Hotels are required for both foreign and forward at 2147 and equivalents, but shares are scarce and the small demand meets with no response. West Point are on offer at 255 with no business to report. A few Kowloon Lands could be placed at 240, and Humphreys Estates at 2124 and 2122. No shares in either stock however are available to meet the demand.

Golden Bells.—Evens have been taken off the market at 215, 65, and close with buyers at 215, 67 in Shanghai. Hongkong remains quiet and unchanged at 2147, other rates under this heading are taken from Shanghai quotations.

Middleman.—China Providents have been the medium of a fair business at 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6790, 6800, 6810, 6820, 6830, 6840, 6850, 6860, 6870, 6880, 6890, 6900, 6910, 6920, 6930, 6940, 6950, 6960, 6970, 6980, 6990, 7000, 7010, 7020, 7030, 7040, 7050, 7060, 7070, 7080, 7090, 7100, 7110, 7120, 7130, 7140, 7150, 7160, 7170, 7180, 7190, 7200, 7210, 7220, 7230, 7240, 7250, 7260, 7270, 7280, 7290, 7300, 7310, 7320, 7330, 7340, 7350, 7360, 7370, 7380, 7390, 7400, 7410, 7420, 7430, 7440, 7450, 7460, 7470, 7480, 7490, 7500, 7510, 7520, 7530, 7540, 7550, 7560, 7570, 7580, 7590, 7600, 7610, 7620, 7630, 7640, 7650, 7660, 7670, 7680, 7690, 7700, 7710, 7720, 7730, 7740, 7750, 7760, 7770, 7780, 7790, 7800, 7810, 7820, 7830, 7840, 7850, 7860, 7870, 7880, 7890, 7900, 7910, 7920, 7930, 7940, 7950, 7960, 7970, 7980, 7990, 8000, 8010, 8020, 8030, 8040, 8050, 8060, 8070, 8080, 8090, 8100, 8110, 8120, 8130, 8140, 8150, 8160, 8170, 8180, 8190, 8200, 8210, 8220, 8230, 8240, 8250, 8260, 8270, 8280, 8290, 8300, 8310, 8320, 8330, 8340, 8350, 8360, 8370, 8380, 8390, 8400, 8410, 8420, 8430, 8440, 8450, 8460, 8470, 8480, 8490, 8500, 8510, 8520, 8530, 8540, 8550, 8560, 8570, 8580, 8590, 8600, 8610, 8620, 8630, 8640, 8650, 8660, 8670, 8680, 8690, 8700, 8710, 8720, 8730, 8740, 8750, 8760, 8770, 8780, 8790, 8800, 8810, 8820, 8830, 8840, 8850, 8860, 8870, 8880, 8890, 8900, 8910, 8920, 8930, 8940, 8950, 8960, 8970, 8980, 8990, 9000, 9010, 9020, 9030, 9040, 9050, 9060, 9070, 9080, 9090, 9100, 9110, 9120, 9130, 9140, 9150, 9160, 9170, 9180, 9190, 9200, 9210, 9220, 9230, 9240, 9250, 9260, 9270, 9280, 9290, 9300, 9310, 9320, 9330, 9340, 9350, 9360, 9370, 9380, 9390, 9400, 9410, 9420, 9430, 9440, 9450, 9460, 9470, 9480, 9490, 9500, 9510, 9520, 9530, 9540, 9550, 9560, 9570, 9580, 9590, 9600, 9610, 9620, 9630, 9640, 9650, 9660, 9670, 9680, 9690, 9700, 9710, 9720, 9730, 9740, 9750, 9760, 9770, 9780, 9790, 9800, 9810, 9820, 9830, 9840, 9850, 9860, 9870, 9880, 9890, 9900, 9910, 9920, 9930, 9940, 9950, 9960, 9970, 9980, 9990, 10000.

Anheuser-Busch's Manager Cured of a Heavy Cold.

MR Albert E. Stiney, manager Anheuser-Busch Brewing Association, Cape Town, Africa says: "During my trip in the Transvaal I contracted a severe cold, and an attempt to state that in Chamberlain's Cough Remedy I found prompt relief and after continuing it for a few days, was entirely cured of the distressing condition. I am now fit for all my duties." By all Dealers, WATKINS & Co., Ltd., General Agents.

TOKIO LETTER.

(From Our Correspondent.)

TOKIO, September 25.

Undertaken by the presence of a battalion of soldiers 200 delegates from local branches of the Anti-Peace Society, an organisation which includes in its ranks numbers of well known publicists, assembled at Ueno Park on the 20th and passed resolutions urging the government to take steps to prevent the peace treaty being ratified, and generally expressing disapproval of the recent acts of the Katsura Ministry. These resolutions are to be presented to the Emperor in the form of a petition. Another petition has gone along for Imperial consideration from six of the seven Professors who have maintained their attitude of antagonism to the treaty notwithstanding the punishment which the Government inflicted upon them. The maintenance of martial law prevents any noisy ebullition of public feeling but the people have not yet been draughted into agreement with their rulers. The disease has been driven inward and those who disengage from the absence of eruptions that the patient is out of danger are likely to have raw awakening. The most serious symptom and the one that is causing most alarm to those who can see beyond the tips of their noses is the sudden development of independence on the part of China and Korea. A Japanese gentleman writing from Seoul to one of the metropolitan papers states that from the Emperor downward the impression prevails there that Japan sought peace because she was doomed to defeat if she continued the war, and consequently that Russia is as powerful as ever. The first result of this belief is a manifestation of a desire to curtail the administrative powers given to nominees of the Japanese Government. Accusations of bribery the correspondent states in connection with the Japanese legation are being limited at and he makes a general charge of incompetency against the Empire's diplomatic representatives at Seoul. The 'grand strategy' of Oyama, strictly successful as it proved to be, is being reconsidered, has had an unfortunate effect upon the Koreans who, consumedly ignorant as they are, can only appreciate the importance of occurrences which transpire within their own vision. They know that although the war lasted for 18 months the Japanese were apparently not sufficiently powerful to prevent the Russians making periodical raids south of the Tumen and that the Japanese were unable to advance northward. The correspondent concludes by declaring that Japan has nothing like the power she is supposed to have in Korea, and that concessions are being granted to other nations much more extensively than to Japanese. All this goes to prove the correctness of my previous prophecy that the loss of 'face' caused by Japan's acceptance of Russian's condescending offers has created difficulties which she will find it extremely hard to overcome. Mr. Uryashi, the Minister at Seoul, indirectly confirms the reported change in Korea's attitude. He has sent to the Government a lengthy telegram in which he urges the necessity for a new treaty with Korea which will make it impossible for Russian intrigue to hamper Japan's future action in the peninsula.

Some little time since I adverted to local disapproval of the action of the British Minister in appointing a German gentleman as medical officer to the legation. The matter has, I learn, been reported to the Foreign Office and to the governing medical bodies in Great Britain. Desiring to get at the real facts of the case I saw the matter, who has been moving in the matter, who by the way is a qualified British surgeon, not a physician, so he evidently has no personal object to serve in bringing the matter before the home authorities. He, however, considered that the question was, so to speak, just, and intimated that out of courtesy to His Excellency he could not discuss the matter at this stage. From independent inquiries I have ascertained that Dr. Baetz, the distinguished German gentleman who was medical adviser to the Court was originally medical officer to the legation. No one could find fault with the retention of the services of Dr. Baetz's attainments. But it was announced many months ago that Dr. Baetz was returning to Germany and the British Minister knew consequently that it would be necessary to find a successor. There was ample time to have secured the services of a man with British qualifications from England if moving in the matter was considered capable. That the intention was to make the post a German preserve is sufficiently shown I think by the fact that a German doctor was imported from Korea to take the position. Apart from the wisdom of such an action in ignoring the claims of Japanese medical men with British or German diplomas, the appointment of a foreigner is illegal inasmuch as no foreigner can practice where British law runs unless he is registered in Great Britain. This matter may seem a small one but I am of those who consider that in a country where official recognition counts for so much it is our duty to look after ourselves first and let other nations look after themselves. Probably the only class of people who will object to this will be those who declare with bated breath that His Excellency can do no wrong and who would be willing to impute their right of free criticism on the altar of their sympathy.

Donations to the Prime Minister which asked that Tokio should be relieved from martial law have been informed that the Commander of the Tokio garrison reports that the condition

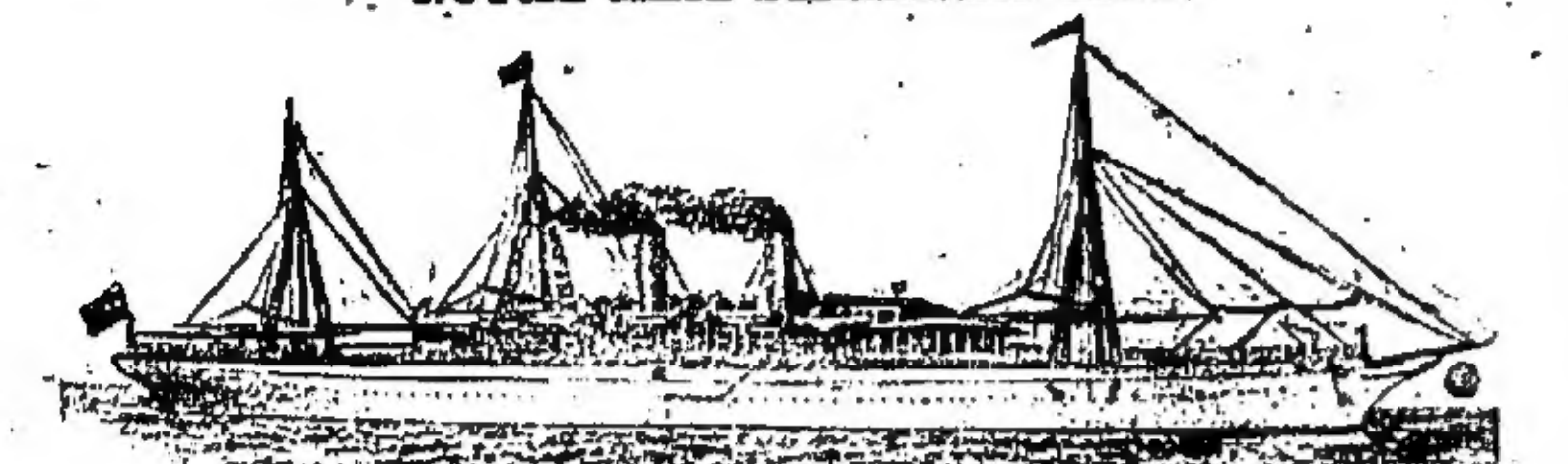
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, POONA	ARCADIA	About 15th October	Freight only.
MOJI AND KOBE.	ARCADIA	About 19th October	Freight and Passage.
FRANGHAI.	CHUSAN	21st October	See Special Advertisement
LONDON, &c.	CHUSAN	21st October	Freight only.
SHANGHAI AND KOBE	MAZAGON	About 21st October	Freight only.
LONDON & ANTWERP, via	PERA	About 25th October	Freight only.
SPAIN, FLYING, PORT	PERA	About 25th October	Freight only.
SAID AND MARSEILLES	PERA	About 25th October	Freight only.

L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific in the 'EMPERESS LINE'.
12 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF CHINA	4000 Tons WEDNESDAY, Oct. 12, 1905, Nov. 8.
ATHLETIC	3882 Tons WEDNESDAY, Nov. 1, 1905, Nov. 26.
EMPERESS OF INDIA	6000 Tons WEDNESDAY, Nov. 15, 1905, Dec. 6.
TARTAR	4425 Tons WEDNESDAY, Nov. 23, 1905, Dec. 23.
EMPERESS OF JAPAN	6000 Tons WEDNESDAY, Dec. 13, 1905, Jan. 3.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £42. Intermediate on Steamers, £40. " " £42.

R.M.S. TARTAR and ATHLETIC carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that Class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
CORNER PRINCE STREET and PRINCE, Opposite Blake Pier,
Hongkong, October 13, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	To SAIL AT DAYLIGHT ON
ARABIA	4468	MEYERHOF	Nov. 7, 1905.
ARAGONIA	5198	ERNEST	Nov. 29, 1905.
NIROMEDIA	4970	WAGEMAN	Dec. 22, 1905.
ROMANIA	4970	FRIEDMANN	Jan. 7, 1906.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.
Hongkong, September 27, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL ON
DAIJI MARU	TAMSU, via SWATOW AND AMOY.	SUNDAY, Oct. 16, 10 a.m.
DAIJI MARU	TAMSU, via SWATOW AND AMOY.	Oct. 16, 10 a.m.
DAIJI MARU	TAMSU, via SWATOW AND AMOY.	Oct. 16, 10 a.m.

FOR	STEAMERS	TO SAIL ON
TRIUMPH	SHANGHAI, via SWATOW, AMOY AND KOCHOW.	MONDAY, Oct. 16, 8 a.m.
PROMISE	ANPING, via SWATOW AND AMOY.	WEDNESDAY, 18th Oct., 8 a.m.
PRITHWEE	SHANGHAI, via SWATOW, AMOY AND KOCHOW.	FRIDAY, 27th Oct., 8 a.m.

* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

+ Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, October 7, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
SHAWMUT	9806	E. V. Roberts	About Oct. 19
HYADES	8768	Geo. Wright	About Nov. 20
TREMONT	9806	T. W. Garlick	About Nov. 24
LYRA	4417	G. V. Williams	About Dec. 9
FLIADIS	3763	F. G. Purinton	About Dec. 29

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in hold stowage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

Hongkong, October 9, 1905.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AFRICAN, JAPAN, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	DEUCALION	15th October.
GLASGOW AND LIVERPOOL	PINGUEY	29th "
GLASGOW AND LIVERPOOL	MENELAUS	31st "
GLASGOW AND LIVERPOOL	HECTOR	6th November.
GLASGOW AND LIVERPOOL	GLAUCUS	14th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	16th October.
LONDON, AMSTERDAM & ANTWERP	DIONYS	24th October.
LONDON, AMSTERDAM & ANTWERP	MACHAON	7th November.
GENOA, MARSEILLES & LIVERPOOL	CHIRGWO	15th November.
LONDON, AMSTERDAM & ANTWERP	KINCE	21st November.

* Taking Cargo for Liverpool at London Rate.

TRANS-PACIFIC SERVICE.

OPERATING IN CONNECTION WITH
THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE	PINGUEY	31st October.
TACOMA, and all PACIFIC COAST	PINGUEY	31st October.
PORTS, via NAGASAKI, KOBE & OYAMA	PINGUEY	31st October.
YOKOHAMA	PINGUEY	31st October.

From TACOMA, SEATTLE, VICTORIA, KEMO, and PACIFIC COAST

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 11, 1905.

CHINA NAVIGATION CO., LD.

FOR NINGPO AND SHANGHAI.

FOR MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOROW, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

FOR CEBU & NEWCHOWANG.

FOR MANILA, CEBU & NEWCHOWANG.

FOR YOKOHAMA AND KOBE.

FOR CEBU & NEWCHOWANG.

FOR MANILA, CEBU & NEWCHOWANG.

FOR YOKOHAMA AND KOBE.

FOR CEBU & NEWCHOWANG.

FOR MANILA, CEBU & NEWCHOWANG.

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FOR YOKOHAMA AND KOBE.

FOR CEBU & NEWCHOWANG.

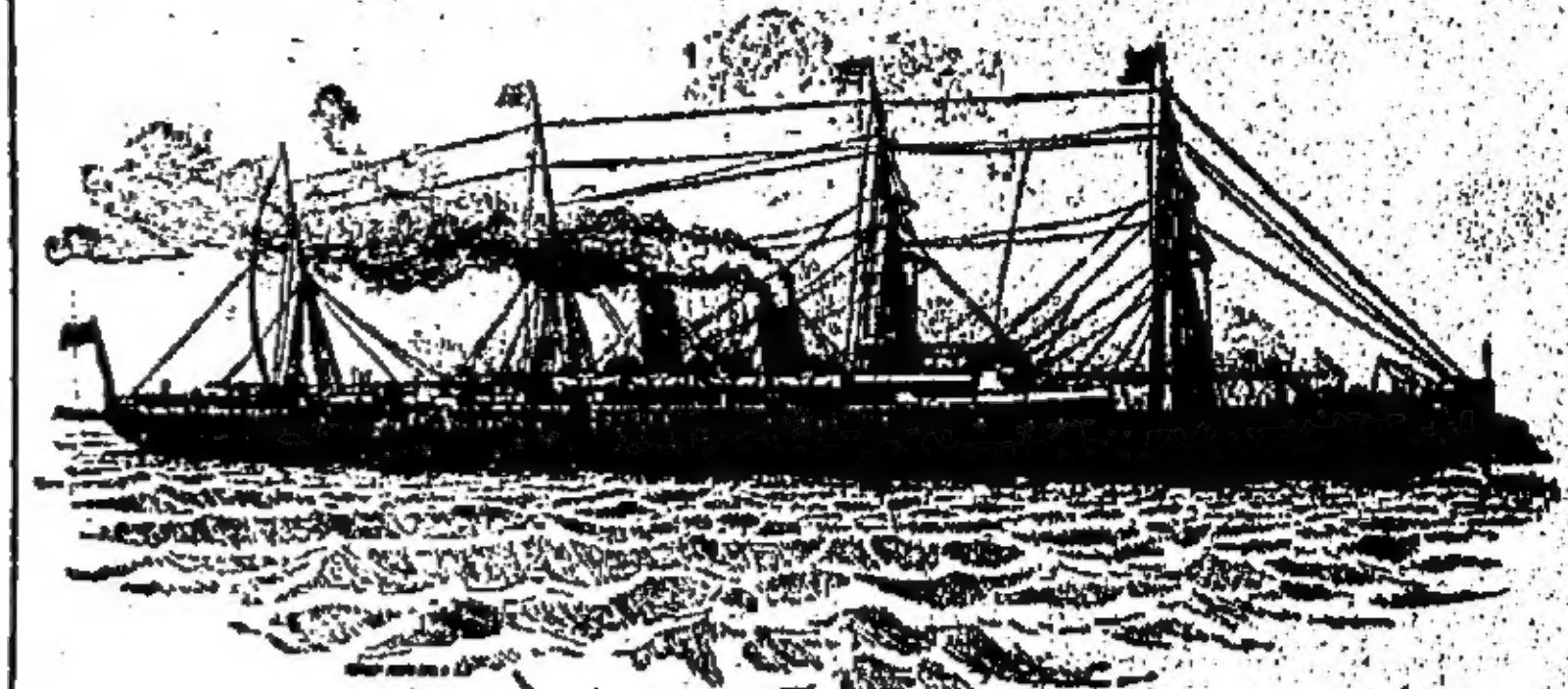
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Shipping.

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VIA HONOLULU.
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AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU
ON OAHU, on the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
CHINA	17th Oct., at Noon.
DORIS	17th Oct., at Noon.
MANCHURIA	17th Oct., at Noon.
KOREA	17th Oct., at Noon.
COPTIC	17th Oct., at Noon.
AMERICA MARU	17th Oct., at Noon.
SIBERIA	17th Oct., at Noon.
MONGOLIA	17th Oct., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 11,276 tons. September 18-27th 1905;
10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 11,224 tons. August 16th-20th, 1905;
4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu
en-route, August 16th-21st, 1905, 13 days, 13 hours.

THE P. M. Steamship CHINA will be despatched for SAN FRANCISCO, via
AMOY, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA
and HONOLULU, on TUESDAY, the 17th October, at Noon, taking cargo for Japan
and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the
Companies, QUEEN'S BUILDING,
QUEEN'S BUILDING.

Hongkong, October 10, 1905.

J. S. SILVERSTONE, Agent.

18

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR SHANGHAI, via HANGSANG, TUESDAY, Oct. 17, at 4 p.m.

FOR MANILA, via LOONGSANG, FRIDAY, Oct. 20, at 4 p.m.

FOR TIENTSIN, via ESANG, TUESDAY, Oct. 24, at 3 p.m.

FOR SINGAPORE, PENANG, via LAISANG, TUESDAY, Oct. 24, at 3 p.m.

These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang
and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

765

GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA
(PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS
'MINNESOTA' AND 'DAKOTA'

(Each Tons 20,716 Gross Tons.)

Will be despatched from Hongkong as follows—
'DAKOTA', Captain E. FRANKS, On or about THURSDAY,
2nd NOVEMBER, 1905.

'MINNESOTA', Captain J. H. RABER, On or about TUESDAY,
19th DECEMBER, 1905.

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common
Points; also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS;
BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable
Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with
the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL
between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE.

Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available
for return by the steamers of the REGULAR MAIL LINE.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, October 12, 1905.

1884

JAVA-CHINA-JAPAN LINE

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS FROM EXPECTED ON WILL LEAVE FOR ON OR ABOUT

TULATAP, JAVA, First half October, JAPAN, via SHANGHAI, Second half October

TJIPANAS, JAPAN, First half November, JAPAN PORTS, First half November

TJIMARI, JAVA, First half November, JAPAN, via SHANGHAI, Second half November

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of cabin passengers, and will take cargo to all Ports
in Netherlands, India on through B/E.

For particulars of Freight and Passage, apply to the

HEAD AGENT,
Java-China-Japan Lijn,
ALEXANDER BUILDINGS.

TELEPHONE No. 375.
Hongkong, October 10, 1905.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW.

THE Company's Steamship HAIMUN.

Captain A. J. ROSSON, will be despatched for the above Ports on SUNDAY, the 15th
October, at 9 a.m.

For Freight or Passage, apply to

DOUGLAS, LAPRAIR & Co.,
General Managers.

Hongkong, October 13, 1905.

1890

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY & KOCHOW.

THE Company's Steamship HAITAN.

Captain J. S. ROSSON, will be despatched for the above Ports on TUESDAY, the
17th inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS, LAPRAIR & Co.,
General Managers.

Hongkong, October 13, 1905.

1891

DOUG

Intimations.

MIYAKO HOTEL.
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 5, 1904.

OSAKA HOTEL.
NAKANOSHIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.
H. HARI, Manager.

December 5, 1904.

Shipping.

'BEN' LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP.

THE Steamship **BENVENUE**,
Captain: KRONA, will be despatched as
above on or about MONDAY, the 30th
October, 1905.
For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, October 14, 1905.

Notices to Consignees.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP **BENALDER**.

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being
landed at this risk into the hazardous
and/or extra hazardous Godowns of
the HONGKONG and KOWLOON WHARF
and Godown Co., Limited, whence and/or
from the wharves delivery may be obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods undelivered after the 15th Inst.,
will be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before
the 23rd October, or they will not be
recognised.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 18th October,
at 11 a.m.

No Fire Insurance has been effected
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, October 11, 1905.

NOTICE TO CONSIGNEES.

'OLEN' LINE OF STEAMERS.

FROM LONDON, ETC.

THE Company's Steamship **Olenchou**,
having arrived from the above ports,
Consignees of Cargo by her are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, where each consignment
will be sorted out, marked by mark, and
delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary be-
fore 4 p.m., To-day.

Goods not cleared by the 20th October,
will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in
the Godowns, and a certificate of the
Damage obtained from the Godown Co.
within ten days after the Steamer's arrival,
after which no Claims will be recognised.

MORRELL BROS. & CO.,
Hongkong, October 13, 1905.

SECOND EDITION.

HISTORY OF THE CHURCHES OF

INDIA, BURMA, Siam, THE MALAY
PENINSULA, CEYLON, ANNAM, THIBET,
JAPAN AND JAPAN.

Translated by EDWARD HARPER PARKER
and Reprinted from THE CHINA REVIEW.

For Sale at the 'CHINA MAIL' Office,
6 Wyndham Street.

Bangkok Times.

THE LEADING NEWSPAPER
IN SIAM.

And widely circulated in Malay, Cochin,
China, the Straits Settlements,
and Burma.

A DAILY NEWSPAPER, with a weekly Mail
Edition (50 daily postage extra).

Subscription: 50 Baht (postage extra).

Advertisements: 25 Baht (first 3 lines),
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350 Baht (fourteenth 3 lines), 375 Baht (fifteenth 3 lines),
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600 Baht (twenty-fourth 3 lines), 625 Baht (twenty-fifth 3 lines),
650 Baht (twenty-sixth 3 lines), 675 Baht (twenty-seventh 3 lines),
700 Baht (twenty-eighth 3 lines), 725 Baht (twenty-ninth 3 lines),
750 Baht (thirtieth 3 lines), 775 Baht (thirty-first 3 lines),
800 Baht (thirty-second 3 lines), 825 Baht (thirty-third 3 lines),
850 Baht (thirty-fourth 3 lines), 875 Baht (thirty-fifth 3 lines),
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950 Baht (thirty-eighth 3 lines), 975 Baht (thirty-ninth 3 lines),
1000 Baht (fortieth 3 lines).

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300 Baht (twelfth 3 lines), 325 Baht (thirteenth 3 lines),
350 Baht (fourteenth 3 lines), 375 Baht (fifteenth 3 lines),
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450 Baht (eighteenth 3 lines), 475 Baht (nineteenth 3 lines),
500 Baht (twentieth 3 lines), 525 Baht (twenty-first 3 lines),
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650 Baht (twenty-sixth 3 lines), 675 Baht (twenty-seventh 3 lines),
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To Let.

TO LET—PARTLY FURNISHED.

FOREBANK, West, (143, MAGAZINE
'GAR), Immediate Possession.

Apply to
Care of 'CHINA MAIL' Office,
Hongkong, September 27, 1905.

1832

SUITABLE FOR OFFICES.

2 ROOMS IN PRINCES BUILDINGS.

Apply to
LAUTS, WEGENER & CO.

Hongkong, March 3, 1905.

1870

TO LET.

THE FIRST FLOOR OF YORK

BUILDINGS (opposite Messrs. Gump &
Co.) For Office.

Apply to
KELLY & WALSH, LD.

Hongkong, September 2, 1905.

1862

HONGKONG CLUB.

TO LET.

2 ROOMS, on the Ground Floor of the

Annex, from 1st September next,
suitable for Office.

For particulars, apply to the undersigned.
C. H. GRAOE,
Secretary.

Hongkong, June 1, 1905.

1860

TO LET.

TOP FLOOR of No. 19, Robinson Road,

